

Wherever the importance of two great trading towns, or commercial countries, can bear the expence of a lock canal, it may be constructed; but it is impossible to branch off into the less important or poor districts with large boats, which carry with them all their consequent expences: which is not only unmechanical, but impolitic, in two respects; it excludes the benefit of water conveyance to such districts, towns, and hamlets, and bars out a trade which ought to be drawn into the canal to the benefit of the proprietors.

But a small canal, forming a communication between two important counties, is so easy of access, in consequence of the small boats, that lateral cuts are easily constructed; they consequently will extend into the country, and others from them into every nook and corner where forty or fifty tons per day can be collected: thus the country will be nourished, as veins feed the constitution; and the canal become important, like a river receiving numerous streams: while another advantage of the small boats, that of moving flow and taking quantity, or conveying a less quantity and passing with the rapidity of a coach, *which will most materially accommodate merchandize and valuable articles*, will take in almost the whole ponderous carriage of the kingdom; which circumstance will draw immense quantities of trade on canals that must for ever be excluded on the lock principle. The canal being also cheap, and suited to a small trade, yet adequate to a trade of the first importance, consequently the boats of one may navigate the other wherever canals extend, persevering regularly throughout; while their cheap formation is the greatest possible inducement to their construction: I shall therefore bring this subject to a few questions, which I wish every speculator to apply to his own deliberations.

First,

First, As a small canal, *averaging the situations*, may be constructed for one half the sum which a canal for twenty-five ton boats would cost, or about one third the expence of one for forty-ton boats; Is it not better for a subscriber to have as good a prospect of receiving ten or fifteen *per cent.* by the small, as five by the greater work; yet, guarded against any material loss, have every advantage which the large canal could give?

Secondly, In constructing a navigation, is it not better to expend 33,000*l.* in a small canal, and have the prospect of drawing in numerous connections by the cheapness of the system, than to spend 66,000*l.* for twenty-five ton boats, or 100,000*l.* for forty-ton boats, in forming large canals, to accommodate a few unusual articles which the small boats cannot convey, and thereby prevent the possibility of lateral cuts; which would return infinitely more trade into the canal than the small boats exclude *?

Thirdly, Which will command the most trade, the small boats, by the cheapness with which they may be extended into every district where there is any thing to carry; or the large boats, by their capacity to contain unusual and bulky articles?

Fourthly, Or will the consequence of those unusually bulky commodities be put in competition with goods of medium dimensions: which are certainly ninety parts out of a hundred of the whole carriage of the kingdom?

Fifthly, In a national view, is it not better to have three hundred miles of canal for the same money which it now costs to make *one*

* I beg Gentlemen to consider what are the things which cannot be conveyed in boats twenty feet long, four feet wide, remembering my provision for timber.